



Military Traffic Management Command

PORT HANDLING BILLING RATES

FY 2002

Summary

This Rate Table provides guidance on FY 02 billing rates for services provided to DOD shippers by the Military Traffic Management Command.

Applicability

The published port handling cargo rates are applicable to Active Army, the Army National Guard, the U.S. Army Reserve, other Department of Defense (DOD), and all other customers.

Suggested Improvements

Users are invited to send comments and suggested improvements directly to Commander, Military Traffic Management Command, ATTN: MTRM-B, 200 Stovall Street, Hoffman 2, Alexandria, VA 22332-5000.

Distribution

Rates are located on MTMC's web site at: www.mtmc.army.mil

Click on "Doing Business With MTMC," and then click on "Rates."

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1. Purpose

This document contains the FY 2002 Transportation Working Capital Fund (TWCF) billing rates for port handling services provided to DOD shippers by the Military Traffic Management Command (MTMC).

2. Billing Rate Definition

Port Handling Cargo Billing Rate: MTMC's Port Handling Cargo Billing Rates are comprised of the cost to move cargo through the port. Premium/special handling charges are applied if additional services are required. Loading or unloading cargo from the truck/train by the stevedores is included; however, onward movement (inland transportation) of the cargo is not included in the Port Handling Cargo Rate. Each load/discharge is assigned a Transportation Account Code (TAC) which is the DTS equivalent of the authority to bill. The customer obtains the TAC from their TAC Administrator at http://www.daas.dla.mil/tac_inq/display_scf.pl. Under "Other Options," click on "Display Coordinator Service File." A different TAC is assigned to each Port Handling Mission/JCS Exercise (a separate TAC for each Service Component) and is input into the World-wide Port System (WPS). When cargo is moved through a MTMC managed Port, the customer receives an invoice from MTMC for the Port Handling ONLY. In addition, the customer will receive a separate invoice from MSC for moving

their cargo over ocean and a separate invoice from the inland transportation carrier for moving their cargo inland. Port Handling Rates do not cover incremental costs for services that are not provided to all customers.

3. Geographic Rate Structure for Port Handling

Rates are established for six billing areas:

- a. **MTMC CONUS (Deployment Support Command)**
 1. **North Atlantic (NA)** - Port of Baltimore and North (North of Washington, DC).
 2. **South Atlantic and Gulf (SA&G)** - Port of Norfolk and South; plus all Gulf Ports.
(South of Washington, DC)
 3. **West Coast (WC)** - Pacific coast ports to include Alaska.
 4. **Caribbean (CARB)** - Panama, Central America, South America, and the Caribbean.
- b. **Europe (598th Transportation Group)** - Belgium, Federal Republic of Germany, Italy, United Kingdom, Greece, Turkey, Azores, Netherlands, Iceland, Southwest Asia (SWA), Northern Africa, and all other European locations.
- c. **Pacific (599th Transportation Group)**- Japan, Korea, Thailand, Australia, and all other Far East locations.

4. Application of Rates

Table 1 describes the basic cargo commodity groups. Tables 2 through 7 list rates applicable to commodities moving under the control of MTMC through military and commercial ocean terminal facilities; rates are per measurement ton (MTON). In addition to the basic transshipment rates in Tables 2 and 3, other charges for special handling may be applicable as specified in Tables 6 and 7. When class A explosives have been or are being worked in the immediate area, all cargo loaded will be billed at the explosive rate.

- a. Table 2 rates apply to port handling services for export shipments moving through continental United States (CONUS) and overseas ocean terminal facilities.
- b. Table 3 rates apply to port handling for services for import shipments moving through CONUS and overseas ocean terminal facilities.
- c. Tables 4 and 5 rates will be applied for services performed by MTMC in connection with releasing, booking, documenting, and expediting all offshore, intercoastal, and coastal export and import berth term shipments, (includes commercial containers - Seavans).
- d. Tables 6 and 7 rates for special handling will be assessed in addition to charges applicable under the provisions of Tables 2 and 3. Billing charges will be based on cube of cargo actually packed.

5. Special Port Handling Cargo Rates

When a rate is required for a commodity or a special movement for which no rate has been established, or when a flexible rate is used, the MTMC area commander receiving the requirement, will submit a recommended rate to: Commander, MTMC, ATTN: MTRM-B, for approval.

6. Port Handling Cargo Billing Rates

Table 1

Basic cargo commodity billing groups

<u>Code</u>	<u>Description</u>
20	Explosives. Explosives, chemicals, bombs, fuses, TNT blocks, caps, hand grenades, powder, dynamite, or any other commodity, such as dangerous gases and radioactive materials, which must be allocated stowage space in a cargo ship or be carried on an ammunition ship, or discharged at an ammunition pier, or that requires other special handling because of a highly explosive or otherwise dangerous nature. Includes dangerous and label cargo (see Glossary Section II). Does not include guns or small arms ammunition.
25	Containers packed with explosives. Explosives placed in containers are classified as containers. MTONs recorded and billed to the sponsor will be applied to the gross cube (40 cubic feet = 1 MTON) of the container.
35	Aircraft, unboxed. Whole aircraft or complete fuselages whether or not engines are installed. Does not include spare parts, engines, aircraft repair supplies, or boxed aircraft.
40	General cargo (cargo, not otherwise specified: to include bulk). General cargo includes all classes of cargo for which specific commodity classifications are not established. This will include but not be limited to small arms, small arms ammunition, and metal barrels (drums, 10-14 cubic feet, loaded). Also includes unitized cargo, bagged and sacked products, canned goods, beverages, and wing and belly tanks. Includes all mail and parcelpost transshipped in sacks.
41	Wood products, unboxed. All lumber, plywood, logs, poles, and piling as identified in, but not limited to, the standard stevedore contract.

43 Metal products, unboxed. Angles, bars, beams, billets, blooms, channels, ingots, pigs, plates, rails, rods, sheets, sheet piling - fabricated and non-fabricated.

44 Cargo transporters. All cargo transporters including container express (CONEX), loaded or empty: Household goods placed in containers are classified as containers. Retrograde empty containers will be billed to the sponsor in accordance with AR 55-170. Actual contents of containers will be designated as necessary to comply with funding and reporting requirements.

45 Containers (other than explosives). All containers packed with other than explosives and empty containers. General cargo, mail, or other commodities placed in containers are classified as containers. MTONs recorded and billed to the sponsor for containers will be applied to the gross cube of the container, (40 cubic feet = 1 MTON).

47 Household goods (HHG). HHG packed in boxes, barrels, crates, footlockers, and trunks. Does not include HHG packed in CONEX. Includes personal baggage shipped separately or not immediately accompanying the owner, such as grips, suitcases, footlockers, boxes, bags, and other luggage. Does not include hand baggage that is carried by passengers or placed in cabin or baggage packed in CONEX.

50 Refrigerated cargo. All chill and freeze perishable foods and other cargo requiring refrigeration. Includes both chill and freeze for Navy fleet and bulk storage and commercial berth term shipments.

60 Heavy Government vehicles and equipment, unboxed, over 10,000 pounds. All unboxed Government equipment and vehicles weighing over 10,000 pounds. Includes wheeled road construction equipment and boats. (Includes tracked vehicles.)

61 Government vehicles and equipment unboxed, up to and including 10,000 pounds. All unboxed Government vehicles up to 10,000 pounds. Includes wheeled unboxed road construction equipment and boats. (Includes tracked vehicles.)

62 Privately owned vehicles (POVs), unboxed. Privately owned automobiles of military personnel, dependents, DOD civilians, and other authorized persons.

63 Point-to-Point Privately Owned Vehicles (Full Service). Privately owned automobiles of military personnel, dependents, DOD civilians, and other authorized persons moved from point-to-point under the Global POV Contract (GPC). Includes processing and ocean transportation. Charges are assessed only on the import leg.

70 Commercial water highway lift - Alaska (other than vehicles). Includes cargo programmed separately to and from Alaska through MTMC 833rd Transportation Battalion (Pacific Northwest). Export cargo is offered on the port call file; the shipment is directed by MTMC DSC and commercial line-haul funds allotted to the terminal. Cargo so identified will be billed to the sponsor at a special rate. Includes berth term reefer vans and arctic re supply. Also includes similar tidewater through Government bill of lading operations as they develop on the east and gulf coasts.

71 Pack into or unpack cargo from CONEX. Represents basic commodities that were packed into or unpacked from CONEX containers.

72 Commercial water highway lift - Alaska (vehicles). Commodity code 72 is similar to code 70 but applicable to vehicles only.

75 Unitization of cargo - general. Represents all types of basic commodities that were unitized, palletized, or placed in tri-walls.

76 Unitization of cargo - explosives. Represents explosives that were unitized, palletized, or placed in tri-walls.

77 Pack cargo into or unpack cargo from Containers. Represents all types of basic commodities (except codes 50, 60, 61, and 62) that were packed into or unpacked from Containers.

79 Pack into or unpack vehicles from Containers. Represents basic codes 60, 61, and 62 that were packed into or unpacked from Containers.

80 Privately owned vehicles (POV) processing. Receipt, documentation, processing, loading and unloading of POVs under the Global POV contract. Over Ocean Transportation is excluded.

83 Frustrated cargo. Represents all types of export basic commodities reshipped to the source or delayed in port due to embargoes at overseas destinations, improper marking or lack of valid transportation account codes (TAC) on documentation. Special charges are assessed in handling frustrated cargo.

84 Pack into or unpack from CONTAINERS – privately owned vehicles.

Represents POVs (code 62) that were packed into or unpacked from Containers.

86 Pack into or unpack from Containers - explosive cargo. Represents

explosives (code 20) that were packed into or unpacked from Containers.

87 Pack refrigerated cargo (code 50) into or unpack from Containers. Represents

basic code 50 only.

88 Pack or unpack Army and Air Force Exchange Service (AAFES) cargo.

Represents AAFES warehouse cargo handled at MTMC DSC, West Coast.

91 Aircraft (Berth)*

92 All other cargo (General)*

93 Vehicles* Includes commodity codes 60, 61, & 62.

94 Containers*.

* **Berth Term Shipment Rate:** Charges for services performed by MTMC in connection with releasing, booking, documenting, customs clearance, and expediting all offshore, intercoastal and coastal export and import shipments moving under commercial berth term rates. All of these services are also included in rates for Commodity Codes 20 through 62.

Table 2

Billing Rates are Per Measurement Ton for **Export Shipments** (other than Berth Term)

Commodity	North	South	West			
Code Description	Atlantic	& Gulf	Coast	Eur	Pac	Car
20 Explosives	\$223.26	\$146.64	\$204.78	\$104.96	\$45.19	\$88.78
25 Containers-Explosives*	28.07	30.99	31.07	25.24	10.64	23.94
35 Aircraft (unboxed)	8.03	4.74	8.87	11.36	4.68	5.23
40 General Cargo	75.06	30.64	81.86	47.71	28.11	13.09
41 Wood products(unboxed)	67.70	19.77	52.51	47.71	32.11	19.13
43 Metal products(unboxed)	71.69	28.09	70.80	47.71	38.80	19.13
44 Cargo transporters/CONEX						
(loader or empty)*	25.39	19.24	17.16	47.71	16.24	6.08
45 Containers-except explosives*	14.47	12.75	23.39	23.47	10.79	11.68
47 HHG (includes baggage)	60.84	41.33	84.95	28.88	43.29	19.13
50 Refrigerated cargo	62.84	20.22	45.97	28.88	14.53	19.13
60 Heavy Government vehicles						
Over 10,000 pounds	35.46	13.27	13.00	11.19	20.41	11.60
61 Government vehicles 10,000						
Pounds or under(to include						
Tracked vehicles)	35.64	15.79	22.23	16.89	20.42	12.87
62 Privately owned						
Vehicles(POVs)	27.30	13.18	19.15	20.22	24.34	3.93

***Billing based on cube produced by outside dimensions of the CONTAINER or CONEX.**

Table 3

Billing Rates are Per Measurement Ton for **Import Shipments** (other than Berth Term)

Commodity	North	South	West			
Code Description	Atlantic	& Gulf	Coast	Eur	Pac	Car
20 Explosives	\$158.34	\$130.71	\$176.57	\$96.99	\$39.47	\$69.94
25 Containers-Explosives*	18.38	28.30	28.19	25.05	18.63	12.80
35 Aircraft (unboxed)	6.70	3.83	7.76	11.36	4.42	4.14
40 General Cargo	46.03	23.14	42.54	43.32	37.58	13.22
41 Wood products(unboxed)	36.77	21.37	44.42	43.32	24.22	19.20
43 Metal products(unboxed)	59.07	32.35	54.50	43.32	42.36	19.20
44 Cargo transporters/CONEX						
(loader or empty)*	12.48	18.10	14.43	43.32	11.45	11.36
45 Containers-except explosives*	7.06	11.27	21.15	22.05	12.39	8.53
47 HHG (includes baggage)	49.83	43.87	66.25	28.25	20.35	19.20
50 Refrigerated cargo	50.88	41.45	30.66	28.25	14.53	19.20
60 Heavy Government vehicles						
Over 10,000 pounds	35.00	13.03	12.49	10.67	19.93	10.84
61 Government vehicles 10,000						
Pounds or under(to include						
Tracked vehicles)	21.28	14.94	20.44	14.87	22.04	12.93
62 Privately owned vehicles						
Vehicles (POVs)	16.05	13.61	14.40	21.37	21.78	3.93

***Billing based on cube produced by outside dimensions of the Container or CONEX.**

TABLE 4**Berth Term Shipments and through Government bill of lading shipments - (Per Measurement Ton)**

		North South & West					
		Atlantic	Gulf	Coast	Eur	Pac	Car
(1) Export							
91	Aircraft (Berth)	\$4.14	\$3.50	\$4.03	\$5.97	\$2.49	\$4.03
92	All other cargo(GEN)	6.13	3.50	5.69	6.00	10.24	5.69
93	Vehicles*	4.59	3.50	4.41	6.00	4.26	4.41
94	Containers	4.03	2.37	3.94	2.42	2.09	3.94
(2) Import							
91	Aircraft Berth)	\$4.03	\$3.50	\$4.03	\$5.97	\$2.49	\$4.03
92	All other cargo (GEN)	4.48	5.12	4.48	5.20	4.62	4.48
93	Vehicles*	4.41	4.82	4.41	4.90	4.26	4.41
94	Containers	3.94	2.31	3.94	2.34	2.09	3.94

Includes commodity codes 60, 61, and 62.*Table 5****Through Government bill of lading shipments between West Coast and Alaska.**

(Per Measurement Ton)			
Code	Description	Export	Import
70	All other cargo	\$ 7.58	\$4.69
72	Vehicles	7.58	7.58

Table 6**Special Handling Charges-Export - Per Measurement Ton**

Commodity	North	South	West			
Code Description	Atlantic	& Gulf	Coast	Eur	Pac	Car
71 Packing CONEX	\$58.84	\$32.82	\$58.03	\$85.28	\$69.94	\$16.41
75 Unitizing for Export						
(Tri-wall & Palletize)	22.65	19.69	21.84	30.89	26.26	8.38
76 Explosives (Tri-wall & Palletize)	47.57	34.07	24.47	51.74	38.58	17.49
77 Packing Containers						
(All other cargo)	59.23	28.26	20.00	22.85	16.25	6.95
79 Packing Containers (Vehicles)	36.77	15.39	13.36	21.09	15.22	6.80
80 POV Processing	21.76	9.12	13.53	25.62	11.21	8.84
83 Frustrated Cargo*						
(All other cargo)	14.79	11.11	3.83	18.13	11.79	7.02
84 Packing Containers (POVs)	19.00	16.79	15.11	25.21	18.95	7.95
86 Packing Containers (Explo)	111.22	66.35	224.64	89.55	69.82	35.33
87 Packing Containers						
(Refrig Cargo)	26.49	20.45	15.21	35.34	27.43	11.52
88 Pack/Unpack AAFES Cargo	0.00	0.00	10.40	0.00	0.00	0.00

***Minimum charge is the rate for one MTON.**

Table 7**Special Handling Charges-Import - Per Measurement Ton**

Commodity	North South & West					
Code Description	Atlantic	Gulf	Coast	Eur	Pac	Car
71 Unpacking CONEX	\$30.08	\$25.62	\$16.93	\$32.12	\$22.88	\$12.82
75 Unitizing for Export						
(Tri-wall & Palletize)	15.41	12.38	7.00	15.03	9.32	6.19
76 Explosives (Tri-wall & Palletize)	44.50	35.52	21.83	28.73	17.52	18.07
77 Unpacking Containers						
(All other Cargo)	59.45	24.56	17.40	28.80	17.33	3.65
79 Unpacking Containers (Vehicles)	36.17	13.13	12.44	21.22	15.61	2.83
80 POV Processing	13.53	9.12	12.83	25.36	11.92	8.98
83 Frustrated Cargo*						
(All other cargo)	21.28	12.65	7.61	22.45	14.47	7.22
84 Packing Containers (POVs)	10.23	8.80	8.30	13.67	10.00	3.91
86 Unpacking Containers (Explo)	108.54	76.97	224.64	103.77	80.72	33.81
87 Unpacking Containers						
(Refrig Cargo)	9.03	7.50	5.70	11.34	19.53	3.76
88 Pack/Unpack AAFES Cargo	0.00	0.00	5.84	0.00	0.00	0.00

***Minimum charge is the rate for one MTON.**

7. Flexible Port Handling Billing Procedures

1. **Purpose:** To develop a flexible billing process that allows MTMC to adjust the basic billing rate to charge the DOD customer only for the services we provide. Under certain circumstances, the customer may have the capability to perform part of the Port Handling functions, i.e., stevedoring services which MTMC would normally provide. This is only possible when it is determined a cost avoidance can be obtained.

2. **General:** Customers who qualify and have the capability to perform some of the Port Handling functions must first request a special rate through HQ MTMC. The request must include a Statement of Work (SOW) outlining the customer's requirements and, in addition, must specify the services the customer will provide. The SOW must be submitted to HQ MTMC not later than two months prior to operation. HQ MTMC will analyze effect of customer provided services on costs MTMC must pay.

3. **Billing Rate Development:**

(a) The start point for reduced billing rates will always be the published billing rate as shown on MTMC's Billing Rate web page, and reductions to that rate will be accomplished based on the cost avoidances MTMC is able to achieve. Components of the published rate are:

(1) All direct stevedoring costs incurred by MTMC for the Port Handling.

(2) All out-of-pocket costs incurred by MTMC to include such items as equipment rental costs, wharfage fees (fees assessed for storing cargo on wharf), docking of vessel, facility maintenance, etc.

(3) MTMC terminal indirect costs to include general and administrative overhead and civil service labor.

(b) The import and export billing rates for each commodity will be determined on a per measurement ton (MTON) of cargo basis. Each billing rate will primarily be based upon direct stevedore costs (based on existing stevedore contract) plus terminal indirect costs, as stated above.

4. **Billing Rate Changes:**

(a) Once the appropriate billing rate per commodity and MTON (export or import) is selected, HQ MTMC will compare the services to be provided by the customer to the Stevedore contract requirements to ensure cost avoidances can be achieved by MTMC at the impacted terminal. Once that determination is confirmed, MTMC will cost out the value of the cost avoidances and reduce the published billing rate accordingly. MTMC will then coordinate with the appropriate staff directorates to ensure that promised customer provided services are received.

(b) MTMC is currently making provisions in all Stevedoring and Related Terminal Services (S&RTS) that permits customers to perform various elements of S&RT work for training purposes.

5. **Billings:** Organizations will be billed the special rate (as described above) by the DFAS Operating Location Omaha. The bill will be calculated by applying the reduced billing rate, (as developed in accordance with Para 4 above) per commodity, times the measurement tons of cargo handled. Each service agrees to pay billings for port handling services provided by MTMC developed in accordance with the procedures outlined above.

8. Glossary

GLOSSARY

Explanation of Abbreviations and Terms Section

Abbreviations

AAFES	-	Army and Air Force Exchange Service
CONEX	-	Container Express
CONUS	-	Continental United States
DOD	-	Department of Defense
HHG	-	Household Goods
G&A	-	General and Administrative
MTMC	-	Military Traffic Management Command
MTON	-	Measurement Ton
POV	-	Privately Owned Vehicle
SEAVAN	-	Commercial- or Government-owned (or leased) Shipping Container
TAC	-	Transportation Account Code

Section II

Terms

All other cargo

All cargo for which the Army accepts shipping responsibility except that classified as support or foreign assistance; cargo consigned to the resident engineer for Corps of Engineers construction projects; and cargo of the Navy, other U.S. Government agencies, Red Cross, privately owned commercial shipments, etc.

Berth term

A contract for ocean carriage (coastal, intercoastal and offshore) of cargo on commercial vessels operating on regularly scheduled berth or lines service based on a published trade route (including loading and discharging costs). Rates are in accordance with the published conference or company tariff and with specific commodities for which an ocean bill of lading is the contract.

Berth term shipment rate

Charges for services performed by MTMC in connection with releasing, booking, documenting, customs clearance, and expediting all offshore, intercoastal and coastal export and import shipments moving under commercial berth term rates. All of these services are also included in rates for Commodity Codes 20 through 62.

Commercial- or Government-owned (or leased) shipping container

Commercial- or Government-owned (or leased) shipping container that is moved via ocean transportation without bogey wheels attached; that is, lifted on and off the ship. This term as used in this publication is synonymous with container. A container is an article of transport equipment designed to be transported by various modes of transportation, having an interior volume of 400 cubic feet or more, and designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, tank, refrigerated, open rack, gondola, and other designs. Also referred to as van.

Container express

- a. Code name that identifies the operation of cargo transporters in a worldwide service under the control of the Joint CONEX Control Agency.
- b. A reusable, serially-controlled, metal container for shipment of troop support cargo, quasi-military cargo, household goods, or personal baggage.

Dangerous cargo and label cargo

Hazardous cargoes which must be clearly labeled in accordance with current Coast Guard regulations including --

a. Dangerous cargo. Ammunition and explosives will be handled only through ammunition and explosives loading areas specified by higher authority.

b. Labeled cargo.

- (1) Red Label - flammable liquids and gases.
- (2) Yellow Label - flammable solids and oxidizing materials.
- (3) White Label - acids, corrosive, or alkaline caustic liquids.
- (4) Green Label - nonflammable gases.
- (5) Radioactive materiel label.

Measurement ton

Measurement of cubic volume of cargo, expressed in units of 40 cubic feet. It is also used to indicate the cubic capacity of a ship available for cargo. Also known as ship ton. Generally the maximum amount billed per single item will not exceed **100 MTONs**.

Military-owned demountable container

Military-owned container conforming to United States and international standard and operated in a centrally controlled fleet for movement of military cargo.

Shipment

A shipment is a quantity of supplies, materials or equipment covered by an individual shipping document, originating from one shipper agency at one origin point and designated to one consignee at final destination.

Shipment unit

One or more line items shipped to one ultimate consignee under one key transportation control number.

Shipping contract (space charter)

A negotiated contract of rates covering trade routes or ocean carriage of cargo (loading and unloading cost excluded) on commercial vessels operating on a regular scheduled service to or from specific world trade areas concerned.

Terminal cargo transshipment rates

The commodity rate to be assessed on any individual shipment moved through the dock and vessel area at a terminal facility and loaded onto a vessel and all shipments discharged from a vessel.

Through Government bill of lading

A bill of lading that is issued by a DOD activity to document overseas, intermodal, through movement of cargo from initial point of origin to final destination.

Transportation unit

One or more shipment units moving a single conveyance under one key transportation control number.